

THE PRINCE ALBERT TIMES AND SASKATCHEWAN REVIEW.

VOL. 2.—NO. 9.

PRINCE ALBERT, N. W. T., FRIDAY, JANUARY 4, 1894.

\$2 50

METHODIST CHURCH

Services—Morning, 11 a.m.
Evening, 7 p.m.
Rev. Caleb Parker, pastor.

BANKING HOUSE

Macarthur & Knowles,

Prince Albert, N.W.T.

Transact a General Banking Business.
Interest allowed on Deposits.
Notes Discounted.
Drafts issued available at all points in the Dominion.
Collections undertaken and promptly attended to.
BANKERS—Merchants' Bank of Canada

John B. DUNLOP, M.D.,

LIC. OF THE

Royal College of Surgeons,

LIC. AND LIC. OF MIDWIFERY, OF

King's and Queen's College of
Physicians, Ireland.

THE MISSION.

McLEAN & ELLIOT.

Barriers, Solicitors, Etc.

PRINCE ALBERT N.W.T.
W. A. McLean, S. C. Elliot.

W. R. GUNN, M.A.

Attorney, Surveyor, Public, Conveyancer,
Etc. Etc.
Local agent for W. J. Fenton & Co. Real
Estate Agents, Hamilton, Ont.
Office—Brick Store, Kingston.
PRINCE ALBERT N.W.T.

WILLIAM V. MACLEAF,

Barriester, Notary, Etc.

WILLIAM V. MACLEAF, Notary, Etc.
Office—Brick Store, Kingston.

FITZGERALD COCHRANE,

Barriester, Solicitor, Conveyancer, Notary,
Public, Real Estate Agent, Etc.
Office—Second and Third Streets, Prince
Albert, N.W.T.
WALTER & BAKER, Store, Entrance West
Side.

PRINCE ALBERT N.W.T.

The Grand Central

RESTAURANT.

(Old Woodbine Saloon.)

This new Restaurant has been opened and
is now ready for boarders.

MEALS AT ALL HOURS.

THOMAS ORAM Prop.

NOTICE

Is hereby given that the South Saskatchewan
was Valley Railway Company will apply to
the Parliament of Canada at the session for
an Act to extend the time for the com-
pletion and completion of the works of
construction upon their Railway, and to
otherwise amend their Act of Incorpora-
tion.

KILVERT & DUGGAN,

Solicitors for Applicants

Hamilton, October 9, 1893.

NOTICE!

TO THE PUBLIC.

Meals at all Hours!

FIRST CLASS

HAY & BARLEY

W. H. BARTLETT

TO FARMERS

AND OTHERS.

Those desiring to dispose of
IMPROVED FARMS!
In this District are requested to send full
particulars, with lowest cash price to the
undersigned. Also state whether patent has
been issued, or if they are entitled thereto.

McLEAN & ELLIOT,

Barriers, Prince Albert, N.W.T.

NOTICE.

JUST ARRIVED

100 HORSES

CONSISTING OF

WORK, SADDLE AND

BLOOD MARES.

Freighting, express and passenger
line from Gabriel's Crossing to Troy and
back.

PH. GARNOT,

Agent, Gabriel's Crossing, South Branch

Farmers' Restaurant.

Meals at all Hours.

Good Beer and Cigars always
on hand.

Good Boarding Stable in con-
nection.

R. J. O'LEARY

PROPRIETOR

NOTICE.

All persons indebted to us by note or book
account are requested to settle on or before

The 20th of December, 1893.

All accounts not settled then will be placed
in our lawyer's hands for collection.

All accounts paid with cash, a discount of
5 per cent. will be allowed.

Grain and farm produce taken at cash
prices.

MARKLEY & COY.

NOTICE IS HEREBY GIVEN

that an application will be made to
the Parliament of the Dominion of
Canada, at the next session thereof, for
an Act to amend the Act entitled "An
Act to incorporate the Syndicate of the
District of Saskatchewan, and for other
purposes connected therewith, passed in
the 4th year of Her Majesty Queen
Victoria, and to assimilate the constitution of
the said District to that of the Provincial
Syndicate of the Province of Ontario, and for
other purposes connected therewith."

C. A. BISHOP,

Solicitor for Applicants.

Dated at Toronto, this 12th day of

November, A. D. 1893.

BOOTS AND SHOES

CHEAP.

We claim to have the best assorted stock of

Boots

AND

Shoes

Is, Prince Albert, and are selling at prices

which defy competition.

CUSTOM WORK

Warranted and done at shortest notice.

REPAIRING

Promptly attended to.

SHANNON & McLEOD

PRINCE ALBERT

Curling & Skating Rink

COMPANY.

THE SECOND AND LAST PAYMENT

On all Stock must be paid on or before

TUESDAY, 8th of JANUARY

By order.

T. O. DAVIS,

Secretary.

N.B.—Parties wishing to save their stock
will please pay up at once.

SECRET.

Loss.—In Prince Albert, on Monday, the
evening of the 2nd inst., the wife of Robert Rose
of a son.

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BY TELEGRAPH.

TERRIBLE RAILROAD ACCIDENT.

Twenty-seven People Killed

and Several Injured.

Troy, Jan. 2.—A passenger train col-
lided with a freight train between Troy
and the Humbler river, about two
miles west of the city, this morning.
Twenty-seven people were killed, and a
large number seriously injured.

The accident was caused by one of the
conductors running his train without
orders.

QU'APPELLE.

QU'APPELLE, Jan. 2.—A grand ball
was held here last night. A very enjoy-
able time was spent.

HUMBOLDT.

HUMBOLDT, Jan. 3.—Messrs. Stanley,
Astley, Driver and London, of Prince
Albert, left here this morning for home.
H. E. Hurd, of the same town, leaves for
home to-morrow. Hurd expects to reach
Prince Albert on Sunday, the others on
the following day.

CHIT-CHAT LOCALS.

Gathered by our Reporters.

Curling.

The Gooden Curling Club played a
match on New Year's, married men
wins single, the latter scoring a victory
of twelve points.

Card of Thanks.

The Sisters of St. Anne's Convent, beg
to return their sincere thanks to the
many friends who have so generously
contributed to the Christmas tree and
feast for the children of their Eleme-
ntary School.

The Season.

Surprise parties are the order of the
day, or rather night. A very pleasant
one was enjoyed on New Year's night at
the residence of Miss Taylor, where the
"light fantastic" was enjoyed until the
early hours of the morning.

M. M. L. and A. E. E.

The Secretary of the Club thankfully
acknowledges the receipt of three and a
half cents of wood as a donation from
Mr. Theo. Powers, also copies of Grip,
Scottish American and Canada Gazette
from Col. Spruit; London Tablet and La
Mantilla, Rev. Pere Andre; Canadian
Gazette (London, England), and Morning
Post, (London, England), Xmas num-
bers of Graphic, Mrs. S. E. Fish, Wain-
wright, Illustrated London News, and
Fanny Folks, Messrs. Oliver and
Nesbit, M. F. Force, Chaplains Magazine
and New York Weekly Sun, Captain
Lang, Dept. Interior Ottawa. The mem-
bers were tastefully decorated by kind lady
friends, with wreaths of spruce and
mistletoe. On New Year's day coffee and
cakes were served to members and their
friends. It is contemplated as be-
lieved, to give a society entertainment at the
same some time next week, which due
notice will be given.

Meteorological.

Thermometer readings at Prince Al-

bert, as taken at Emmanuel College.

Day.	Max.	Min.
Friday, December 27	24	10
Saturday	8	42
Sunday	9	5
Monday	16	10
Tuesday	11	20
Wednesday	12	12
Thursday	13	15
Friday	14	16
Saturday	15	12
Sunday	16	7
Monday	17	10
Tuesday	15	15
Wednesday	19	15
Thursday	19	10
Friday	17	22
Saturday	22	19
Sunday	23	12
Monday	24	8
Tuesday	25	9
Wednesday	26	11
Thursday	27	12
Friday	28	6
Saturday	29	8
Sunday	30	12
Monday	31	13
Tuesday, Jan. 1st	3	25
Wednesday	3	6
Thursday	4	4

Thermometer was down to 15 below
this morning.

MAN

The following

to P. H. Can-
day, at the sup-
Lodge.

To the Rev. Can-

Master, King-

A. M. No. 10

Rev. and the

undersigned offi-

ciate Lodge, A.

R. M., no this

John the Excom-

spectfully and

this opportu-

heartfelt thanks

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OFFICERS.

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THE PRINCE ALBERT TIMES AND SASKATCHEWAN REVIEW

PUBLISHED BY
SPINK & MAVEETY.

T. A. SPINK. J. D. MAVEETY.
AT THEIR OFFICE,
PRINCE ALBERT, N. W. T.

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single copies 10 cents each.
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paper. Business notices, 5 cts. per line.
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THE HUDSON'S BAY ROUTE

We have repeatedly in these columns
advocated the necessity of the immediate
construction of a line of railway to Hud-
son's Bay, as Nelson or Churchill Rivers,
(the latter preferred) with a branch line
to Prince Albert, as the only and short-
est way of affording a cheap outlet for
the surplus productions of the North
West to the markets of Europe. Any
information on this subject must be in-
teresting to our readers and we therefore
occupy our editorial space by copying
from a late number of the *Winnipeg
Free Press* the following particulars re-
garding one of the proposed routes, fur-
nished that paper by an engineer em-
ployed on the survey.

Mr. George A. Bayne, C. E., of Harris-
Bayne & Young, civil engineers, has fur-
nished us with the following statement
in regard to the projected Nelson Valley
Railway scheme. It will be found inter-
esting in view of a rumored agitation for
a railway to Hudson's Bay. Mr. B.
made exploratory surveys of the country
in 1880, 1881 and 1882. His explorations
have been mainly directed to that por-
tion of the route north of Lake Winni-
peg. From Winnipeg to the Saskatchewan
River at the northwest corner of
Lake Winnipeg, the land is generally
level, no hills of any importance having
to be surmounted. From the mouth of
Red River northward it is wooded, and,
except along the banks of the lake as far
north as Big Grindstone Point, is still
unsettled. Some years ago the Domini-
on Government net aside this section of
country as an Indian Reserve, but it
has not been formed to any extent, the
Indians preferring to follow the busi-
ness of fishing to agriculture. The soil
is, however, good and well adapted for
farming and only requires a railway to
open it for settlement. The distance from
Winnipeg to Grand Rapids is about 300 miles.
The number of rivers to be crossed is
comparatively small, being about one
river in every 30 miles, and with the
exception of the two Saskatchewan, none
of them are large. For the corre-
sponding distance on the east shore of
the Lake at least twice that number of
streams would have to be crossed, and a
country traversed not by any means as
fertile. There will be little if any rock
work encountered in this section, and
there will be an ample supply of both
fuel and timber for economic uses in
Manitoba. The building stone on the
lake will also decrease the cost of con-
structing bridges over the rivers to be
crossed, and furnish one of trade for
the line when completed.

THE CROSSING
of the Big Saskatchewan River is the
only difficulty on this portion of the road
and as this river is both broad and deep
and the current very swift, the bridge
will be an undertaking of considerable
magnitude. From the Big Saskatchewan
to the Schabazwan Rapids, which is the
outlet of the lake into the west branch of
the Nelson River, is a distance of about
50 miles, and the country is very similar
to that already treated of. From this point
north the Nelson River valley is the
proposed line of railway crosses west-
ward across a chain of lakes to the
Kao-Ki Lake, the head waters of the
Little Churchill River, thence following
this river till it intersects the Big Chu-
rchill, which it follows until—

OLD FORT CHURCHILL
at Hudson's Bay, is reached, making the
total length of this portion of the route
about 365 miles, of which the first sixty
miles, from the coast northward is an
immense mossy plain, very favorable for
railway construction. For the next
seventy-five miles south the soil is gravelly
and sandy and mixed with clay, and the
remainder of the 365 miles is clay and
rock. The rivers to be crossed are nume-
rous, but, with few exceptions, small, and
none offer any formidable engineering
difficulties. The soil over this tract of
country is lighter, and not so well adapted
for agricultural purposes, as the lake

region first described. There are how-
ever, some excellent water power privi-
leges on both the Nelson and Churchill
rivers that might at some future date be
turned to good account.

FOR MANUFACTURING PURPOSES.
The harbor of Fort Churchill is regarded
as one of the finest natural harbors. The
river at this point is half a mile or more
in width, and two points of rock, some
twenty feet above high water, one on
each side, overlap, the one on the west-
ern shore being half a mile farther north
than the point on the eastern, thus clos-
ing the harbor from any storm that may
be raging in the bay. The depth of water
is sufficient to float the largest ocean
steamers. Soundings show that a dis-
tance of 400 feet from high water mark
on the shore a depth of 6½ fathoms can be
obtained at extreme low water, deep-
ening suddenly to 8½ fathoms.

THE TIDAL WATERS
in spring rise and fall at least fifteen feet,
and on this account it will be seen that
good shelter is afforded in the harbor,
thus enabling it to take a front rank
among ocean ports. Another point in
favor of this harbor is, that although
further north, it is a more direct route
for European markets than either Nelson
or any other point on the bay. The har-
bor is also later open than any other,
and some years the ice does not take fast
in the harbor before Dec. 1st. As only
ordinary wooden sailing vessels have been
used in these waters it is not, of course,
known how much earlier the navigation
could be used by steamships fitted for
the trade, but the information furnished
would seem to indicate an extension of
both the date, as the ice is never solid
in the bay for more than half a mile from
shore and is liable at any time to move
back and forth with the wind during the
winter months.

THE ENTIRE DISTANCE
from Winnipeg to Fort Churchill is 715
miles which makes this practically as
near Liverpool as Toronto is, and is an
immense saving in the railway transport
of grain from the fertile plains of Mani-
toba, as well as the State of Minnesota
and territories of Dakota and Montana.
The cost of the construction of this line
is estimated at least \$50,000 per mile,
but without an instrumental survey over
the entire route, it is impossible to close-
ly estimate the cost, but it is believed
it will not exceed the amount stated.
The inducement, therefore, for the Pro-
vince to assume the work as a national
undertaking would seem to be very great.

EDITORIAL NOTES.
The strike still continues amongst the
engineers on the C. P. R., although the
trains are run after a fashion. There
seems to be little doubt that in this
instance the employees are to blame.
The most of them were receiving very good
wages, some of the engineers as high as
\$250 a month. The company proposed to
reduce their pay to a moderate extent,
during the winter months, when the
receipts of the road are comparatively
small (as regards the rate of wages to be
paid), would be placed under the control
of the President of the Brotherhood of
Locomotive Engineers, whose head
quarters is somewhere in the United
States. Superintendent Egan naturally
resented this interference on the part
of a foreign agency, with his manage-
ment, and dismissed the engineers.
Hence the strike. Strikes are bad as a
general rule, and the result always is
that the employees have to give in
after suffering considerable hardships
for themselves and families, and giving
the public to great inconvenience and
loss. It is to be hoped that the C. P. R.
employees will soon see the folly of their
conduct, and return to their work.

O'Donnell, the slayer of Carey, was
hanged in London on the 17th Dec., not
withstanding the strenuous exertions of
his Counsel to obtain a commutation of
the sentence. The prisoner met his fate
with fortitude, and made no statement
on the scaffold. He, however, admitted
to his brother that he was one of the
"Invincibles," and that he had killed
Carey, and never had been sorry for it
since. His American Counsel, Roger
Payor, (who, however, was not allowed
to plead in court) has arrived in New
York, and has given it as his opinion,

1879.

Important Circular FROM Buffalo Hall!

Owing to a change in our busi-
ness, which* will take effect on
Jan. 1st, 1884, all accounts due
and not provided for by that
date, will be placed in the hands
of our solicitor for collection.

BETTS & GWYNNE.

that if his client had been tried in the
United States, he would have been
acquitted. Very likely! As they are
not so particular in that country about
punishing criminals as they are in
England, and there are a good many un-
changed murderers to be met with there,
who would be the better for the hang-
man's rope. There is but little sympathy
for the fate of Carey, who was the most
despicable of ruffians, but still he was
under the protection of British law, the
majesty of which has been vindicated
by the execution of his murderer.

NEW
FALL AND WINTER
MILLINERY,
LADIES' DOLMANS
AND CLOAKS,
Fur Caps and Muffs,
Wool Goods.
* ALSO
Ladies and Children General
Furnishings,
AT
MISS MACK & CO.,
CAMPBELL'S BLOCK.
REMOVED.
DR. BAIN
Has removed his office to the new building
in rear of the Presbyterian Church.
OFFICE HOURS:
From 9 a.m. to 12 p.m.
From 7 p.m. to 8 p.m.

It will be seen by the Meteorological
report published in another column, that
during the month of December we have
been having an unusually prolonged cold
snap, although we have no doubt that
most of our readers have been made pain-
fully aware of that fact before this.
Since the 9th of Dec. the thermometer
has never been above the zero, 33°
below being the maximum, and 32° the
minimum. There is no use denying
that it has been cold, and no amount of
"orone" or "exhilarating dryness" can
conceal the fact. Still we manage to live,
and to enjoy ourselves, at the same time
a little break in the monotony of extreme
cold would be an agreeable variety.
In future, through the kindness of Canon
Flett, who has been appointed govern-
ment Meteorological observer at Prince
Albert, we will be able to supply our
readers with regular reports including
barometer, velocity of the wind, etc., as
all the necessary instruments have
arrived. There is a marked difference
between different localities, as re-
gards temperature. The Mission,
although down in the valley, being some
six or eight degrees colder than on the
higher ground where these observations
are taken.

BAND CONCERT.
To the Editor of The Times.
SIR:—Through your paper we desire
to express our sincere thanks to those
ladies and gentlemen who so kindly as-
sisted us in making the first Cornet Band
Concert so great a success. We have,
also, to thank Mr. Treason for the free
use of his hall, and the public generally
for their very liberal patronage.
Respectfully yours,
COMMITTEE, P. A. C. B.

1833

J. O. DAVIS & CO.

Don't talk unless you have som-
thing to say.

I whose purpose is to sell will
praise but not exceed the
truth, even to sell.

The Boom is off!

We are determined to sell out
at actual cost. Hard Lines.
Better luck next time.

"What cannot be avoided
Twere childish weakness to lament.
How often in affairs of men we see
Hill hesitation end in woeful loss!
If losses must be made, decide at once,
And with proceeds of thy sales buy
cheaper.
Gold that's put to use more gold begets."

You know how we are situated. Please
call and say you wish to buy for cash.
This will be sure to establish a very
agreeable feeling between us. You will
thereby be master of the situation, and
we will be sure to serve you in a satis-
factory manner.

BRANCH STORE

Near the building occupied by the late
firm of Ashdown & Agnew,
in the west end.

Mr. W. C. Ramsay is in charge, and
the public may depend on courteous
treatment.

J. O. DAVIS & CO.,

Wholesale and Retail.

PRINCE ALBERT SASK

Prince Albert Bakery.

2 LB LOAF, 12 c.
9 LOAVES, 1 s.

Cakes and Pastry always on
hand and made to order.

WM. R. BELL STRAYED

On the farm of the subscriber, at the Ridge
about two months ago, a

White Three Year Old Steer.

The owner can have it by paying a reason-
able sum for the keep and the cost of this
advertisement.

JOHN C. McNEVIN,
Prince Albert, Dec. 8, 1883.

ASTRYED!

Strayed on to my premises, about a month
and a half ago, from across the river, a bay
horse good size; white stripe down each
side white fore foot. Same can be obtained
by paying expenses on applying to
CHAS. G. BIRD,
South Branch.

December 7, 1883.

THE NORTH WEST.

A Montrealer's Tour Through the "Great Lone Land"—Main Cause of Discontent in Manitoba.

Montreal star.

Mr. David Seath, who has just returned from a six weeks' sojourn in Manitoba and the North West, where he went with Colonel Butler, author of the "Great Lone Land," to inspect the lands of the Land and Colonization Company of Canada, states that he had a most delightful trip. The tract secured by this company is on the North Saskatchewan river about 500 miles north-west of Winnipeg. They took the Canadian Pacific railway from Winnipeg as far as Qu'Appelle station, about 80 miles east of Regina, and from there drove to Prince Albert, 275 miles, with the four horse mail stage and took seven days in making the trip. They passed through the Qu'Appelle Valley, a well wooded, fine farming country with rolling prairie, and then the Touchwood Hills, a fairly wooded range, in which vicinity there are quite a number of well-to-do settlers. From thence they crossed "the salt plain," a wide belt of treeless country, which will eventually be rendered fit for settlement. The Valley of the Saskatchewan was then reached, which is reported to be a very fine farming country; settlers are already coming in. After crossing the South Saskatchewan the Duck Lake settlement was reached, and here a good many sections have been taken up. A drive of twenty miles, through belts of spruce and pine, brought the travellers to Prince Albert settlement, which for a distance of twenty-five miles, until the town is reached, is well populated, it being estimated that from five to six thousand people are here located, many of whom have been in the country for six and seven years, and now possess good substantial houses and barns, built with lumber obtained at Prince Albert. They appeared to be prosperous and satisfied. The town of Prince Albert, which is situated on the south side of the North Saskatchewan River, is a flourishing place, with a population of about twelve hundred. It has two grist mills, two saw mills, a cash and door factory, planing mills, brickyard, several general stores, three churches, a college and convent, and, in fact, is the nucleus of a large town, situated, as it is, in the centre of a very large tract of fine farming country. It will soon have railway communication, as the Manitoba & Northwestern Railway, which starts from Portage la Prairie on the C. P. R., and of which 100 miles have already been built, is expected to reach there in about two years and the Government has just completed a telegraph line, which will prove a great convenience.

At Prince Albert, teams and an outfit for camping were obtained, and accompanied by some gentlemen from that place, the tract of land which Messrs. Seath and Butler went to see was reached by crossing the river at Carleton House. They found the place well wooded, with plenty of water, and fully up to the reports that have been made concerning it, being well suited for farming and grazing purposes. After spending some days on the land, Col. Butler proceeded to Edmonton, and from there to Calgary, where he took the C. P. R. back to Winnipeg.

COMPLAINTS OF SETTLERS AGAINST THE GOVERNMENT.

Mr. Seath being asked by a Star reporter if he had found anything of the dissatisfaction about which so much has been written and said, replied that in some places people were complaining that the Government had not yet given them the patents for their lands, but that this was a matter which required time, as it was necessary that responsible agents in every quarter should investigate the rights of claimants. For instance, a settler had taken land previous to a land office being established in the locality, and was therefore unable to make his entry. The law says that three years after making his entry the settler shall receive his title. Those parties complain that they have completed their three year's residence on the land and are entitled to their patents. There seems to be, he said, a general feeling that the Government should open the mile belt, that is, the land reserved on each side of the railway, for homestead. At present no settlers are permitted to locate on Government sections within the mile belt.

THE DUTY ON AGRICULTURAL IMPLEMENTS.

With respect to the dissatisfaction which exists on account of the high duties on agricultural implements imported into Manitoba and the North West, Mr. Seath is of the opinion that

it can be easily dispelled by the Government appointing responsible men to investigate the claims of settlers, and give them their lands immediately. This would then enable the settler to go on improving his land and to obtain money for that purpose, which he is now unable to go without having a valid title, not knowing but that he might be disappointed or involved in litigation.

THE COAL DEPOSITS.

Great excitement now exists in regard to the opening up of the extensive coal districts, which will reduce the price of fuel and solve a serious problem in localities where there is a scarcity of wood. Mr. Seath states that his trip was very pleasant, both the roads and the weather having been exceedingly fine.

The Mail.

The Mail which was due on New Year's Eve was again behind time this week, although it left Troy on time, and only arrived on Wednesday evening. The delay was caused by heavy snow on the plains.

G. D. NORTHGIVES,

Watchmaker and Jeweller,

A. T. N. Campbell's New Store

A LARGE STOCK OF

Watches,
Clocks and
Jewellery

KEPT CONSTANTLY ON HAND

Repairing Promptly Attended to



Watches,
Clocks,
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